



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

WITH THE RED CROSS FROM NEW YORK TO GLEIWITZ

By DONNA G. BURGAR, R.N.

Member of the Boston Unit of the Red Cross

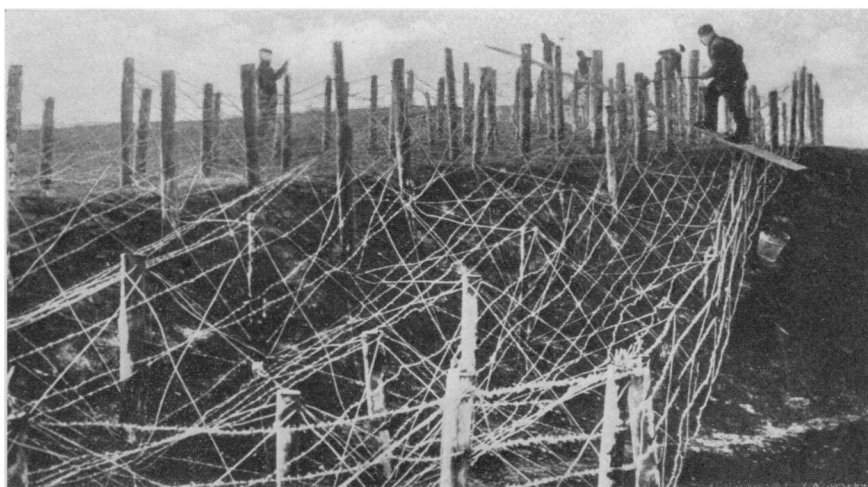
The trip from New York to Falmouth ended on the night of September 23, just twelve days from the date of sailing and everyone was glad to see the welcome lights of land, as we slowly steamed into the harbor, our ship with all lights lighted and all flags unfurled. Our arrival in the coast waters was not a quiet one, for every searchlight on the land flashed out upon us, looked us over, saluted us with messages of "Welcome," "Good-night," and "God-speed." We were a neutral ship on an errand of mercy to all the war-involved nations, and we were welcomed as such, and there was not a heart on board which was not thrilled with the solemnity of our mission.

The harbor seemed ablaze that night, as the powerful searchlights swept the sea, their rays penetrating the farthest, darkest corners, and the busy, lighted boats plied in and out intent on their work. The pilot came to us in a tiny shell-like sailboat, dancing on the waves, and continually in the glare of an English searchlight. As he neared our ship and climbed up the side on a rope ladder and set foot on board, he was given a rousing cheer. That night we anchored outside in the entrance to the harbor and in the morning were towed into the quiet inlet, opposite the mouth of the river Fal.

The few days at Falmouth were happy ones for the nurses and doctors, for we had shore leave every day from ten to six while the ship's crew was busy, unloading the surgical supplies for Russia and England, and while the American officials were conferring with England, France, Germany and Austria, regarding the placing of the Red Cross Units.

As soon as Major Patterson and Dr. Beal returned from London with final arrangements made, the Russian units left for quick transit across the British Isles to Dundee, and the English units left for their field of work.

The ship weighed anchor at 10 in the morning, and after a day and night of pleasant sailing, we cast anchor in the mouth of the river Gironde, twenty-seven miles down from Bordeaux. At full tide, and in the moonlight, we were able to go several miles farther up the river, to Pauillac, the seaport town of Bordeaux. The same wait for the unloading of supplies had to be made and the crew worked day and night. Admiral Ward and Major Patterson went to Bordeaux to confer with the French Red Cross. No shore leave was allowed and we began to realize that we were coming nearer and nearer to the fields of war.



HERSTELLUNG EINES DRAHTVERHAUES



A FLASHLIGHT OF THE BARRACKS

At 3 a.m. of October 4, we left Pauillac with the ebb of the tide, and on the 5th were sailing up the English Channel. Numerous patrol-ships were encountered, but all courtesy was extended the steamer *Red Cross*, and she was allowed to proceed on her way, through the rough sea, under the guidance of the pilot whom we were obliged to have from Dover to Rotterdam. The trip up the river Maas was a memorable one. It was just sunset hour, 6 o'clock, as the boat steamed up the river through the level Holland lands. The first sight of the windmills and the children in their wooden shoes, playing along the river's side, brought exclamations of delight from everyone, as we



THE OPERATIVE ROOM

The Dressing Car, from an old wheel chair, too small for the use of a man.

The Ether Table—a carpenter's horse, with packer's box boards nailed on (by a nurse).

The Etherizer's Stool—made by a soldier.

The Army Instrument Trunks—which are our only place for keeping the surgical instruments.

The Packing Box for unsterile operating room gauze and cotton.

The Carpenter's Horses for standing the Red Cross stretchers upon when bringing or taking a patient from the operating room.

The Hall Tree—used for irrigations and salt solution hypodermoclysis.

The Flower Vase—used for keeping the hot water thermometer sterile.

stood along the rail. Soon a tug came towards us, with splendid-looking representatives of the Holland Red Cross on board. We were told to hurry out of our heavy coats and steamer hats, into our white caps and blue capes, and the doctors to get into full uniform, for their reception.

Everything was in readiness, as they stepped aboard our ship. Under their escort we continued some five miles up the river into Rotterdam, which seemed a vast sea of ships, wedged closely together in the harbor, and continuing up into the canals, or water streets, to the very door-steps of the warehouses. Very busy the harbor was and our entrance brought blasts of welcome from all the boats. Rotterdam was our last port and Rear-Admiral Ward and Captain Rust were thankful to have us all landed safely without a mishap.

The following day shore leave was granted and we were permitted to go up into the city. How picturesque we all found Holland, even those who had seen it before, and we hoped that it might take a long time to unload, that we might have more time to play there. The next day was the visit of the Queen of Holland's consort, and everyone had to be in attendance at the reception. We had one more day for it took some time to load all the supplies for the Austrian and German units into the freight cars which were to be attached to the train that Germany had sent for us. This day gave us an opportunity to motor to the Hague, Delft, Haarlem, Amsterdam and Scheveningen. Holland was so peaceful that it was difficult to realize the next countries were at war.

The special train was finally ready, and we were bundled in bag and baggage, surgical supplies, instruments, stretchers, ether, chloroform, cotton, bandages, gauze, rubber gloves, medicines, hospital clothing, and we were never separated from these supplies at any time, all arriving in Gleiwitz, October 17.

For diplomatic reasons we had to stay in Berlin for a few days, and for final disposition into the eastern field of war, we had to remain for a few days in Breslau, but we were expeditiously placed by the German Red Cross, one unit at Kosel and the other at Gleiwitz. The Austrian units remained with us on the same train until we reached a point very near these cities, when we separated, each unit eager and anxious to get to work.

A BRIEF HISTORY OF MATERIA MEDICA

By LINETTE A. PARKER, R.N.

New York, N. Y.

(Continued from page 653)

Roman Empire. In the centuries immediately following Hippocrates, schools of medicine flourished, but they theorized about the nature of disease, set up rivalling systems of treatment, and failed to